

FARMINGTON POLICE DEPARTMENT

POLICY AND PROCEDURE



Policy Number:
261-01

Effective Date:
09/28/2016

Subject:
Selective Traffic Enforcement

Approved by:

Steven D. Hebbe, Chief of Police



PURPOSE:

To provide guidelines for selective traffic enforcement.

POLICY:

It is the policy of the Farmington Police Department to have an established selective traffic enforcement program.

PROCEDURE:

The goal of the Department's selective traffic enforcement efforts is the reduction of traffic accidents through the voluntary adherence to traffic laws.

The Department bases its selective enforcement program on:

1. An analysis of reported traffic accidents;
2. An analysis of traffic enforcement activities;
3. The implementation of selective enforcement techniques and procedures;
4. An appropriate deployment of traffic enforcement personnel and equipment; and,
5. An evaluation of selective traffic enforcement activities.

Analysis of Traffic Accidents:

The basis for selective traffic enforcement is a complete and accurate analysis of information relating to the location in which accidents occur, the time of day during which accidents occur, and the violation(s) predominantly involved. Documentation maps, reports, and information derived from computer as provided by the R and I division of the Department, officer and citizen input, and input from Traffic Engineering are used for the analysis of traffic accidents and enforcement activities.

A careful interpretation of all accident statistics is essential in order to determine with some assurance the geographical locations wherein the occurrence of accidents predominantly occur. Time periods in which low volume of accidents occur are also clearly identified in order to more efficiently utilize enforcement techniques. This data is available through the monthly Traffic Accident Statistics Report and the Citation Summary Report.

A Supervisor designated by the Chief of Police is responsible for the Department's traffic analysis function.

Analysis of the traffic accidents include geographic, temporal, and causative factors such as:

1. Month, day, hour;
2. Locations and direction;
3. Weather and road conditions;
4. Driver actions contributing to accidents.

Analysis should also, when possible, identify traffic accident trends through the comparison of annual and seasonal records.

Analysis of Traffic Enforcement Activities:

A Supervisor designated by the Chief of Police makes selective enforcement assignments based upon a complete analysis of traffic accidents and makes recommendations as to an appropriate type of selective enforcement in order to ensure that enforcement measures are proportional to the needs identified through the analysis. Special attention is given to the location, time period, and type of violation.

The types of Selective Enforcement can include:

1. Preventative Patrol;
2. Placement of Monitoring Equipment;
3. Public Education;
4. Specific Enforcement Assignments;
5. Rectification through Traffic Engineering;
6. Any other methods as identified by the Analysis;

Implementation of Selective Traffic Enforcement Techniques and Procedures:

The Supervisor designated by the Chief of Police is responsible for the implementation of the technique(s)

which have been determined to best resolve the identified enforcement need. Implementation may be done through the utilization of Overtime assignments, adjustment of normal staffing, and media partnerships.

Deployment of Traffic Enforcement Personnel:

Officers participating in the selective traffic enforcement are given adequate information as to the type of enforcement to be emphasized, equipment and vehicles needed, and the time period and location of the enforcement. Participating Officers are provided with information regarding the need to keep records as to their activity and the method by which the records are to be documented.

Officers should emphasize enforcement of accident causing violations during high accident hours and the location of occurrence. Officers should maintain high visibility while working general enforcement, especially at high accident locations. When working stationary selective enforcement, officers may position themselves in a concealed, semi-concealed, or highly visible location. In order to realize the stated goal of voluntary compliance, officers working selective traffic enforcement are given discretion in the use of unmarked police vehicles, unconventional vehicles, foot patrol officers, and other methods instituted in a lawful and safe manner.

Evaluation of Selective Traffic Enforcement Activities:

The Supervisor designated by the Chief of Police is responsible for the collection of data, if any, obtained from the enforcement activity. As deemed necessary by the Supervisor designated by the Chief of Police, an evaluation as to the results of the activity and a determination as to the activity's effectiveness in reaching the desired goal should be made. In accordance with the evaluation, the enforcement activity can be terminated, altered, or continued.

The Supervisor designated by the Chief of Police is responsible for maintaining records as needed regarding the results of any enforcement activity. Traffic enforcement data will be maintained on a three year experience base for comparative analysis.

The Supervisor designated by the Chief of Police evaluates the effectiveness of the Department's enforcement program on an annual basis. Recommendations for improvement in this program are made after the evaluation of the data. An annual report is given to the Patrol Services Captain.